



MINISTRY OF TRANSPORT

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24 SEP 2009

Dr Robert Lang
General Manager
Parramatta City Council
PO Box 32
PARRAMATTA NSW 2124

Attention: Mr Nathan Burbridge

Dear Dr Lang,

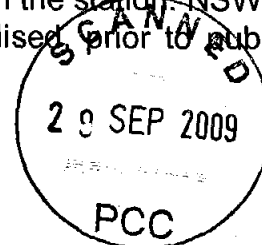
**SECTION 62 CONSULTATION –
PROPOSED REZONING, 181 JAMES RUSE DRIVE, CAMELLIA**

I refer to Council's letter dated 24 August 2009 seeking comment on the draft local environmental plan for the above subject site. NSW Transport and Infrastructure (NSWTI, formerly the Ministry of Transport) appreciates this opportunity to provide input to the review of the draft plan.

NSWTI has reviewed the information provided by Council on the draft plan, which will rezone the subject site for business development and allow specialty retailing, similar to bulky goods premises, as an additional use. NSWTI's interest in the preparation of this draft LEP is ensuring its consistency with s.117 Direction 3.4 – *Integrating Land Use and Transport (ILUT)*, particularly in regard to the objective of increasing the choice of available public transport and reducing dependence on cars. The draft plan should also demonstrate consistency with the key principles and actions of the Metropolitan Strategy for Sydney which are further refined in the draft West Central Sub-Regional Strategy, including strengthening of the strategic bus corridor network.

NSWTI is of the view that the proposal requires further consideration in regard to potential transport impacts as a trip generating development. Accordingly, Council is requested to prepare a transport study and address a range of matters, which are separately attached.

It is noted that the subject site adjoins the Camellia Station and the study should particularly address the integration of the subject site with the station. NSWTI requests an opportunity to review the study when finalised prior to public exhibition.



The subject site forms part of Bus Contract Region 7. A new integrated bus network plan for Region 7 will commence implementation in October 2009. Any investigation and detailed planning for the subject site should have regard to the network plan and the availability of public transport.

I understand that the Sydney Metro Authority will also be making a submission on this matter.

Should you need to discuss this matter further, please contact Jose Sevilla Jr on 9268 2833 or jose.sevilla@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'B. Bruce', written over a horizontal line.

Brendan Bruce
Director, Transport Planning

TP09/06118

cc: Mr Peter Goth – Manager, Sydney West Region, Department of Planning
encl.



Suggested Requirements for a Transport Management and Accessibility Study – 181 James Ruse Drive, Camellia

1. Detailed accessibility mapping for the locality and determine how best to achieve higher mode share of journey to work trips by public transport, consistent with the State Plan. Consultants preparing the study should seek to achieve the maximum possible mode shift to public transport overtime. The impact of mode shifts changes for adjacent key intersections should be modelled and corresponding infrastructure upgrades determined, including upgrades for public transport access, pedestrians and cyclists;
2. Transport modelling as part of the study, should address the following matters:
 - Estimate the distribution of generated trips between origins and destinations;
 - Estimate the likely modal split (including freight) of generated trips ('business as usual' scenario);
 - Assess likely impacts of generated trips based on the likely modal split on existing transport infrastructure, land uses and (urban) environment;
 - Assess likely impacts of generated trips based on the higher modal split on existing transport provision (is there sufficient capacity to meet these demands), land uses and (urban) environment; and
 - Develop a package of measures to support the higher mode split to non-car modes. This may include infrastructure, services and travel behavior programs/incentives.
3. Based on projected operations, determine the likely transport needs of future clients/residents and capacity of existing services to meet these demands. Subsequently, identify what level of additional infrastructure will be required to satisfy such demands and the likely cost to Government in the short, medium and longer term. Recommend a preferred option package which includes an implementation schedule;
4. Assess the capacity of existing public transport to adequately meet the needs of workers and visitors to the subject site over time. The preparation of a transport access guide is recommended as detailed in the *Producing and Using Transport Access Guides* by the Roads and Traffic Authority (RTA) www.rta.nsw.gov.au;

5. Identify and resolve barriers to efficient and safe pedestrian and cycle access and identify all possible options for pedestrian and cycle connections through the subject site. Links to Camellia station and existing bus routes from the subject site should also be specifically addressed with any necessary infrastructure upgrades identified;
6. Achieve appropriate standards for pedestrian and cycle access. The publication entitled *NSW Planning Guidelines for Walking and Cycling (2004)* is a useful toolkit that can help identify necessary walking and cycling infrastructure; and
7. Assess the implication of car parking provision for the achievement of a substantial mode shift to public transport, consistent with a minimalist approach. The Transport Data Centre within NSWTI has identified a causal link between car parking provision and public transport usage and this transport study should recognise the impact that parking has on achieving a substantial mode share to public transport and other forms of sustainable travel.